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## VIII.

## SOUTH SHORES AND FIESTA ISLAND



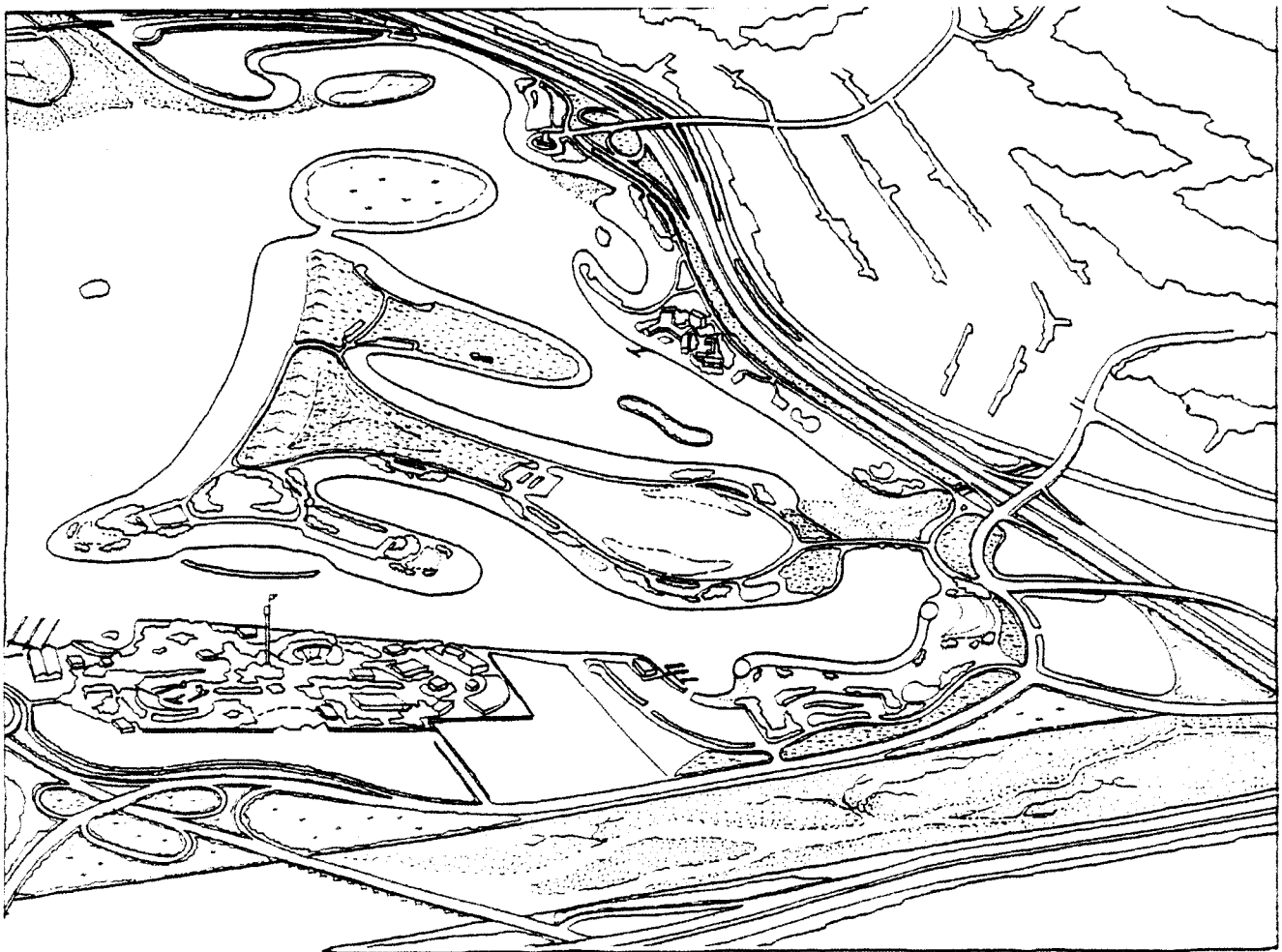
Encompassing over 600 acres of land area, South Shores and Fiesta Island represent a significant part of the future of Mission Bay Park. One third of regional-oriented recreation, the largest naturally landscaped upland areas, major sport and cultural event venues, and the Park's parking and transportation hub will be located in these areas of the Park. Other, more contained facilities, will also be included, such as a boat ramp, potential commercial leases, new swimming areas and primitive camping. As a goal...

*...South Shores should be intensively used park area that attracts visitors to a variety of public and commercial recreation venues yielding, in aggregate, a summary view of the Park's grand aquatic identity. For its part, Fiesta Island should remain essentially open yet supportive of a diversity of regional-serving public land and low-key, for-profit recreation and natural enhancement functions.*

The key to meeting these goals is the dedication of the Island's southern peninsula, the current site of sewage treatment sludge beds, as a regional parkland area. This site enjoys unequalled access to clean Bay waters, outstanding Bay views, and is conveniently served by Park and regional roadways.

This area of the Island also faces South Shores, which achieves the concentration of regional parkland uses to the benefit of transit, public facilities, and commercial services.

Still, much of the success of South Shores and Fiesta Island will depend on more fine-grain design detail that captures the essence of the place and maximizes its recreation, commercial, and environmental potential. This Section describes in more detail the principal design criteria and recommendations that should guide the development of these areas of the Park towards this objective.



*Aerial View of  
South Shores and Fiesta Island*

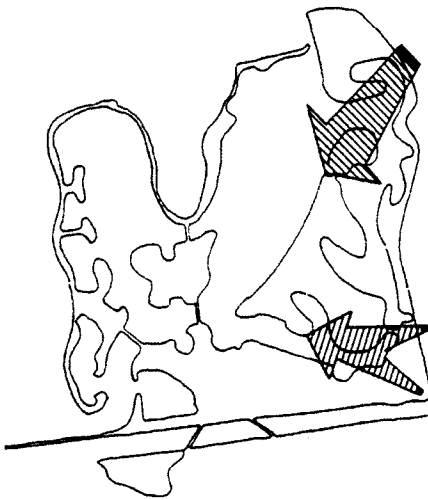
## SOUTH SHORES

More Park visitors are likely to be exposed to South Shores, if only from Sea World Drive, than any other area of the Park. For this reason, South Shores is envisioned as a landscape “overture” or summary view of the Park’s grand aquatic identity. To meet this vision, the site must contain a variety of features, from natural landscapes to parkland, and from more active play areas to passive waterfront settings.

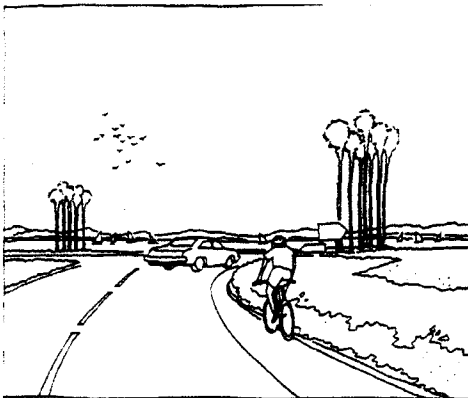
### *Recommendations*

**104. Gateways/Views:** As a “landscape overture,” South Shores should afford wide and open views of the Park from the entrance roadways - namely Tecolote Road, Pacific Highway, Friars Road, and Sea World Drive. To meet this objective, two design concepts are essential:

- The “gateways” into the Park should be defined by the Bay views themselves, rather than by “designed” entrance features. Signage and vegetation that detract from the Bay views should be discouraged.
- Commercial development and parking (excluding the overflow parking) should be located toward the western end of South Shores. This location is the farthest from the entrance roadways and, therefore, can afford to be more intensively developed without affecting the views into the Park.



**Major Views into Park**



**Gateways**

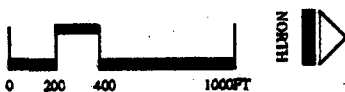
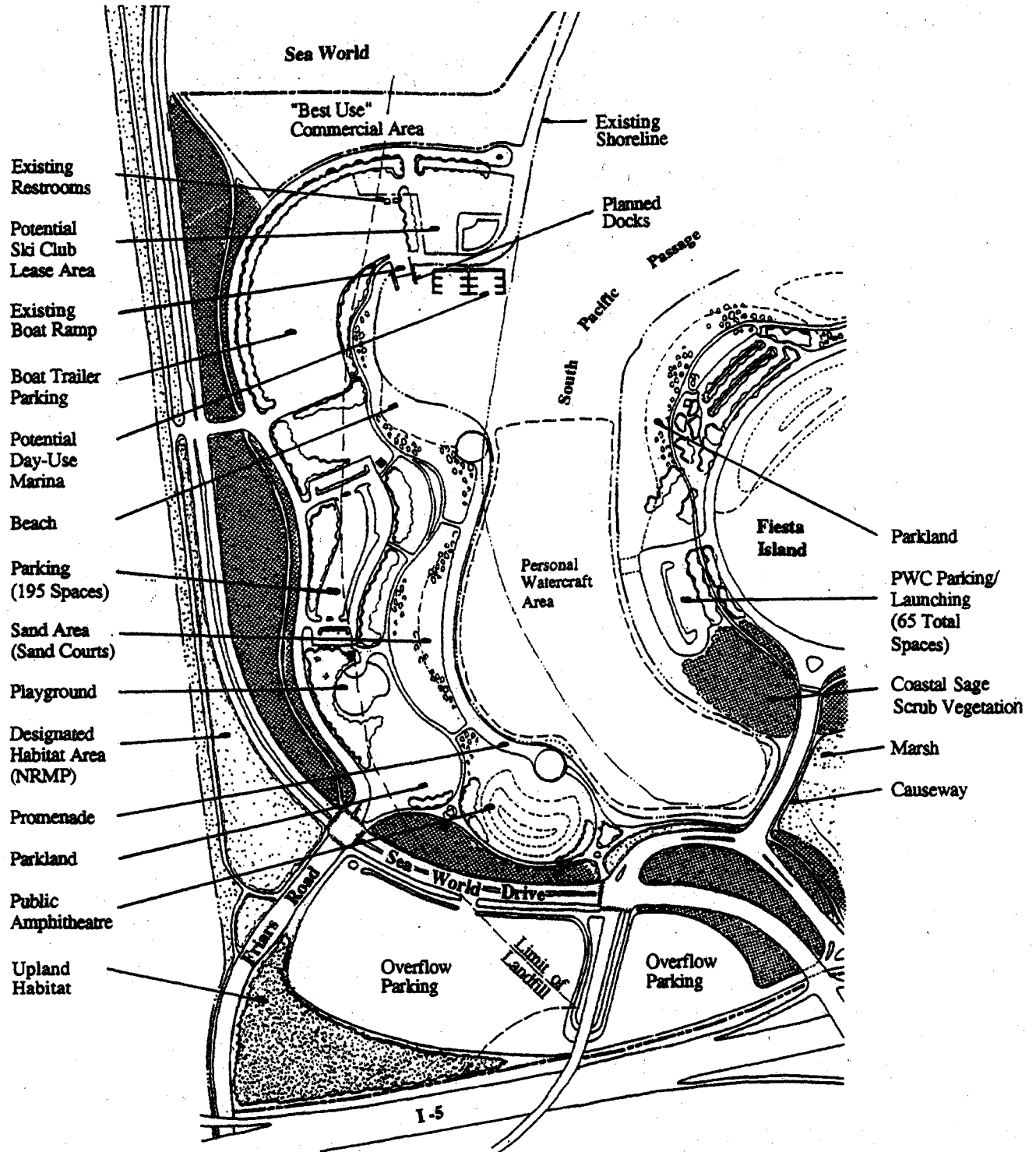
**105. Coastal Landscape Boundary:** The Design Guidelines call for the Park to be bounded by a more natural, coastal-oriented landscape. The intent is to clearly “mark” the passage from the urban to the Bay environment. As in East Shores, the boundary zone corresponds to the area between the Park road and other roadways such as I-5 and Sea World Drive. These boundary areas should be predominantly landscaped with natural coastal sage scrub species. The landscape treatment within and around the overflow parking, therefore, should be of this type. While the width of these boundary areas may vary, they should be sufficiently wide to be credible landscapes, not merely buffer strips.

**106. Shoreline Modifications:** Being nearly one quarter of a mile in depth, South Shores can afford partial dredging of its shore to enhance views of the water from the entrance roadways, add interest to the shoreline for recreation purposes, and, more importantly, to expand the personal watercraft use area in South Pacific Passage. A total of 8 acres are proposed to be dredged, which will be up to 250 feet in depth from the current shoreline. All of the dredge areas are proposed outside the limits of the existing landfill.

**107. Parkland:** 300 feet from shore has been established as the primary waterfront influence zone. Accordingly, roadways, parking areas, restroom buildings, and other non-recreational facilities should be placed outside this zone to the extent possible, leaving the area open for parkland. To further magnify the presence of the water within the parkland area, the grade should be gently sloped towards it, to the closest grade possible from the high-water line. Run-off containment measures should be included to prevent the loading of the Bay waters with fertilizer and other chemicals.

**108. Active Play Areas:** Within the parkland area of South Shores, two sites are proposed as flat, open areas suitable for informal active sports such as soccer or softball; one being south and east of the planned embayment, and the other directly across from the Frairs Road/Sea World Drive intersection. Both of these sites face embayments, which, coupled with their openness, allow for wider and closer proximate view of the water from major Park access roads.

**109. Beach Areas:** Due to the dedication of the east end of South Pacific Passage for Personal Watercraft (PWC) use, which imposes a safety hazard with bathers, the shore facing the PWC zone should be stabilized with rip-rap rather than sloped and covered with sand to form a beach. However, the recently completed beach in the South Shores embayment will provide water access for bathers and sand for shore recreation.



**South Shores Concept Plan**

*figure 31*

**LEGEND**

- Proposed Restrooms

**110. Sand Courts:** In addition to the beach in the embayment, patches of “upland beaches” or sand courts should be provided for volleyball play and other sand games, including playgrounds. Such areas will also help reduce the amount of turf maintenance chemicals that would otherwise need to be contained.

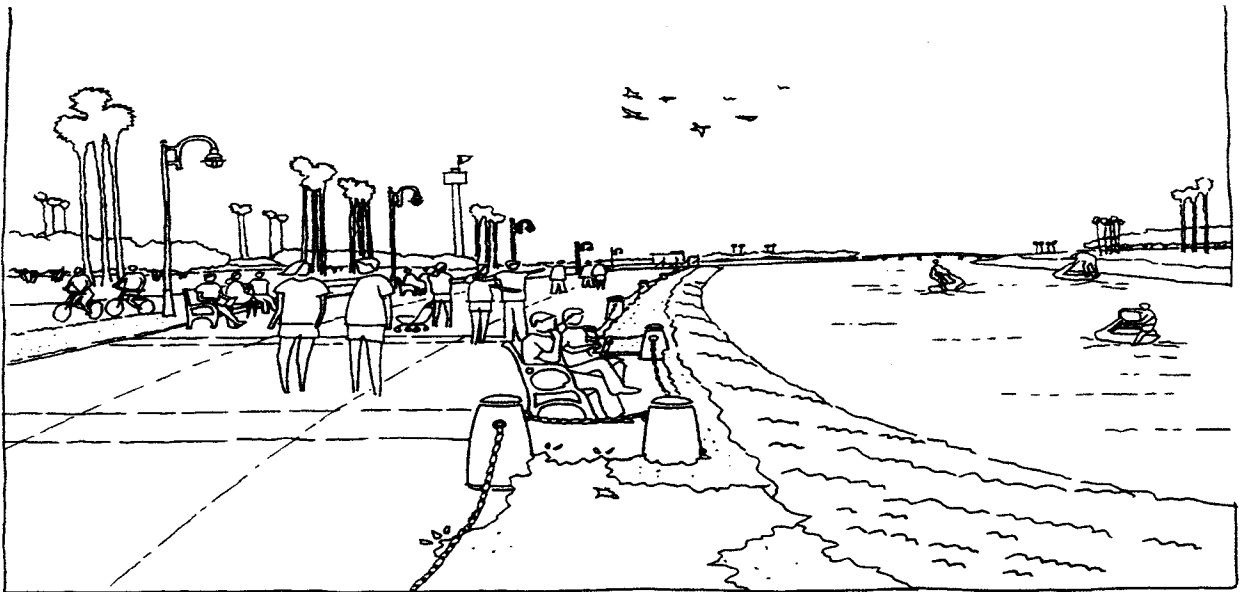
**111. Public Amphitheater:** This facility is envisioned as a turf, gently sloping mound capable of informally seating several thousand people. Its location should be directly at the east end of South Pacific Passage. From this location a full view of the Passage is obtained, which would act as a backdrop to any performance, including potential water-sport events in the PWC designated area.

A flat, paved apron should serve as a stage area for the temporary installation of platforms, sound, and other equipment. Temporary gates and fences could be erected during performances for security and access purposes. Otherwise, the amphitheater area should remain open and available for general public recreation.

**112. Waterfront Promenade:** There are no places in the Park where large crowds can gather alongside the water to parade, stroll, watch water sports, or participate in staged cultural events like arts and crafts fairs. Accordingly, a one-quarter-mile promenade is proposed along the shore; spanning from the proposed amphitheater to the planned embayment opposite Hidden Anchorage. The promenade should be about 40 or 50 feet in width to allow flexible use of its surface. This width should not include the Park’s bikeway. As with the amphitheater, special cultural events could be scheduled during evening hours and in the fall and spring months to expand the use of the Park during non-peak periods. A narrower extension of the promenade should continue along the planned embayment and beyond for the remainder of the public shoreline.

**113. Commercial Parcel:** The proposed 16.5+/-acre “best-use” commercial parcel is configured to take maximum advantage of the waterfront while still allowing the relocation of the Ski Club to the planned embayment. Its configuration also permits the retention of the existing restrooms. The actual boundary of the lease parcel should depend on the Ski Club area and shore public access requirements, but should not be less than 300 feet; this depth is the minimum necessary for a guest-housing, motel-type development as an optional commercial use. Any development of this parcel shall provide a minimum 50 ft. setback from the edge of rip rap to accommodate a public pedestrian promenade as an extension of the waterfront promenade planned for South Shores Park. All access improvements shall be oriented and designed to encourage public use of the waterfront. Buildings shall be setback an average of 25 feet from the 50 foot access setback line as defined in Appendix G, Design Guidelines, of the Mission Bay Park Master Plan Update.

**114. Boat Ramp and Trailer Parking:** To implement the relocation of the Ski Club and commercial parcel as described above, the currently planned trailer parking should be shifted eastward along the embayment and southward toward Sea World Drive. Sufficient distance from Sea World Drive should be maintained to permit the replacement of the Park road, bikeway, and a coastal landscape buffer area between the trailer parking and Sea World Drive.



*Promenade in South Shores*